

# ✈ Metropolitan Nashville Airport Authority ✈

## Minutes of the Joint Meeting of the MNAA General Aviation/Operations/Planning & Engineering and MPC Planning & Engineering Committees

**Date:** February 13, 2019      **Place:** Nashville International Airport Board Room  
Nashville, Tennessee

**Time:** 9:00 a.m.

**Committee Members Present:** John Doerge, Vice Chair; Amanda Farnsworth;  
Nancy Sullivan

**Committee Members Absent:** Bill Freeman, Chair

**Others Present:** Doug Kreulen; Cindy Barnett

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I. Call to Order

Vice-Chair Doerge called the General Aviation/Operations/Planning & Engineering (GAOPE) Committee meeting to order at 9:00 a.m., pursuant to Public Notice dated February 8, 2019. Vice-Chair Doerge acknowledged the passing of Chair Freeman's mother. Our thoughts and prayers are with him and his family during this time of loss.

II. Approval of Minutes

Vice-Chair Doerge called for approval of the Minutes of the January 9, 2018 GAOPE Committee meeting. A motion was made by Commissioner Farnsworth and seconded by Commissioner Sullivan. The motion carried by vote of 3 to 0.

III. Chair's Report

Vice-Chair Doerge had no Chair's Report.

IV. Items for Approval

A. Approval of JWN Apron Pavement Rehabilitation and Construction

Traci Holton, AVP, Operations and Maintenance, briefed the Committee on this item. Staff requested that the GAOPE Committee recommend to the Board that it (a) accept the Bid by Four Star Paving, LLC (Four Star) for the Construction Contract for the Apron Pavement Rehabilitation and Construction projects at John C. Tune Airport (JWN) and (b) authorize the Chair and President & CEO to execute the construction contract.

Background:

This project consists of both apron rehabilitation near the terminal and new apron construction for development of t-hangars as follows:

- The apron pavement in the vicinity of the John C. Tune airport terminal was part of the original airport construction in 1986. The current Pavement Condition Index (PCI) value is 43, a pavement classification of Poor (41-55). Maintenance has been performed on the apron periodically, but typical measures have been limited to seal coats and joint seal replacement. To accommodate increased aircraft traffic and the potential for larger aircraft groups, the pavement requires major rehabilitation and upgrading to continue to meet JWN's current and future needs. Approximately 110,000 square feet of apron pavement will be rehabilitated in multiple phases to maintain continuous access to the terminal from the apron and a continuous path between the north and south apron areas for aircraft movement.
- The new apron construction consists of a 31,600 square foot apron expansion to the south of the existing T-Hangars. The apron expansion is sized to allow for the future construction of T-hangars. Work activities include grading and apron construction, modifications to apron edge lighting and stormwater pipes.

The projects were originally bid in July 2018. Only one (1) bid was received, which exceeded the project budgets and the solicitation was cancelled.

After additional outreach efforts with potential bidders, the project was re-advertised on December 3, 2018 and included two bid schedules for the apron pavement rehabilitation project and a base bid for the apron construction project.

On January 7, 2019, one (1) bid was received. Below is a tabulation of the bid. Disadvantaged Business Enterprise (DBE) percentage listed is the commitment made by the contractor:

<u>Contractor</u>	<u>Bid Schedule 1 / DBE%</u>	<u>Bid Schedule 2 / DBE %</u>	<u>Base Bid / DBE %</u>
Four Star	\$667,315.00 / 14.89%	\$821,065.00 / 15.49%	\$544,492.50 / 33.65%

Four Star's bid schedule 2 was 9.4% lower than the Engineer of Record's, Atkins, Opinion of Probable Construction Cost (OPC). Four Star's bid was within budget, but it did not meet the DBE portion of the established participation level for the project. However, as part of MNAA Business Diversity Development's analysis of the bid, they requested Four Star's good faith efforts and determined that Four Star's efforts were acceptable. Four Star will use Jerry B. Young Construction (DBE), McFall Seed and Sod (DBE), and Archangel Protective Services (DBE) to complete this project.

Four Star's base bid for the apron construction project was 9.4% higher than the Engineer of Record's OPC, but within the project budget.

The Metropolitan Nashville Airport Authority (MNAA) and Atkins have evaluated the bid and determined the bid from Four Star to be responsive and responsible and recommend awarded to Four Star Paving, LLC for bid schedule 2 for apron rehabilitation project and base bid for the apron construction project.

Impact/Findings:

MNAA DBE Participation Level (Apron Rehabilitation):	21.74%
Four Star DBE Participation Level (Apron Rehabilitation):	15.49%
MNAA DBE Participation Level (Apron Construction):	12.00%
Four Star DBE Participation Level (Apron Construction):	33.65%
Anticipated Contract Start Date:	May 2019
Duration of Contract:	75 days
Contract Completion Date:	August 2019
Contract Amount:	\$1,365,557.50
Funding Source:	Federal, State, MNAA

Staff provided the GAOPE Committee a staff analysis for the JWN Apron Pavement Rehabilitation and Construction.

Commissioner Farnsworth inquired about construction in regards to future expansion and Mr. Robert Ramsey, COO, explained it has been discussed in the FAP Committee meeting and will be around the terminal.

Commissioner Sullivan asked if there was a list of contractors bidding on this project and Ms. Holton confirmed the bidding is open to everyone.

A motion was made by Commissioner Farnsworth and seconded by Commissioner Sullivan to recommend approval of JWN Apron Pavement Rehabilitation and Construction. The motion carried by vote of 3 to 0. Cindy Barnett, Legal Counsel, confirmed with Vice Chair Doerge that the motion was to recommend approval to the Board of Commissions.

VI. Items for Approval

- B. Approval of Mobile Equipment Maintenance Facility Progressive Design/Build Contract and Component Guaranteed Maximum Price #1

Background:

Currently, the various departments and disciplines for MNAA's Maintenance are located in various areas around the Airport property. This includes the existing and outdated Mobile Equipment Maintenance area located on the westside of the Airport. MNAA intends to consolidate maintenance disciplines near the Consolidated Service Facility (CSF) and to continue developing the westside area for General Aviation use.

The Progressive Design-Build contract will establish a Guaranteed Maximum Price (GMP) based on the 100% design drawings. To manage the GMP, a specified Design-to-Budget requirement is utilized to ensure that the total budget remains on target through the progression of ongoing design and construction work. The established design-to-budget value for this project is set at \$6,700,000. The project will be managed to achieve this design-to-budget amount whereby the projected cost of the aggregate CGMP's are not allowed to exceed the design-to-budget amount. This project will have two (2) CGMPs as follows: CGMP1 – Design and Pre-Construction; CGMP2 – Site and Building construction.

A Request for Proposal was advertised on October 29, 2018 and November 1, 2018. On December 3, 2018, five (5) proposals were received from Baron Construction, Brasfield & Gorrie, Rock City Construction, Utopia Building Group and Wellspring Builders.

The proposals were evaluated on the following criteria:

- A. Mandatory Requirements
- B. Team/Individual Qualifications, Experience
- C. Technical Approach
- D. SMWBE Participation and Workforce Development Program
- E. Pricing for Design services and General Conditions (CGMP1 costs only)

The selection committee determined the following two (2) firms to be highest qualified: Brasfield & Gorrie and Wellspring Builders.

On January 18, 2019 the selection committee conducted interviews of these top candidates asking additional questions on SMWBE, team experience, challenging aspects of the project and project schedule.

The total score from their Statement of Qualifications and interview scores are listed below:

<b>Contractor</b>	<b>Proposal and Interview Score</b>	<b>CGMP1</b>	<b>MBE 6.13%</b>	<b>WBE 8.88%</b>
Brasfield & Gorrie	458	\$1,768,522	6.13%	8.88%
Wellspring Builders	453	\$1,406,406	6.13%	8.88%

The selection committee determined Brasfield & Gorrie, LLC to be the most qualified for the project, based on the following:

1. The company, Project Manager and Project Team have recent experience on vehicle maintenance facility projects of equivalent size and complexity, as well as extensive design-build delivery method.
2. Thoughtful understanding of challenges in existing site development and existing maintenance equipment relocation.
3. Effective SMWBE development approach to the project.
4. Provided an achievable project schedule and understanding of project concerns.

MNAA has evaluated the proposals and determined the proposal from Brasfield & Gorrie, LLC to be responsive and responsible, and recommend award of the Progressive Design-Build Contract to Brasfield & Gorrie, LLC.

A. Impact/Findings:

MNAA SMWBE Participation Level:	6.13% MBE and 8.88% WBE
Brasfield & Gorrie Participation Level:	6.13% MBE and 8.88% WBE
Anticipated Contract Start Date:	February 27, 2019
Duration of Contract:	540 Calendar Days Completion
Contract Completion Date:	August 20, 2020
Component Guaranteed Maximum Price 1	\$1,768,522.00
Component Guaranteed Maximum Price 2	<u>TBD</u>
Total Guaranteed Maximum Price	\$6,700,000.00 NTE
Funding Source:	100% MNAA

Commissioner Sullivan inquired as to what in particular made Brasfield & Gorrie the recommendation of the staff because the cost was more. Ms. Holton explained that it was Brasfield & Gorrie's experience on very similar type facilities. Ms. Holton explained since this is a Progressive Design Build, MNAA can manage the design amount that is included in CGMP1 to help make up that cost difference.

Doug Kreulen, President & CEO, discussed the importance of this project. MNAA will be able to co-locate our maintenance functions (currently on the west side cargo). Once our maintenance facilities are re-located, there will be more space for 2 more VIP hangars or whatever the need may be at the time.

A motion was made by Commissioner Farnsworth and seconded by Commissioner Sullivan to recommend approval of Mobile Equipment Maintenance Facility Progressive Design/Build Contract and Component Guaranteed Maximum Price #1 (Design-Pre-Construction). The motion carried by vote of 3 to 0. Cindy Barnett, Legal Counsel, confirmed with Vice Chair Doerge that the motion was to recommend approval to the Board of Commissions.

Information Item

None.

V. Adjourn

There being no further business before the GAOPE Committee, Vice-Chair Doerge adjourned the meeting at 9:13 a.m.



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Amanda C. Farnsworth, Board Secretary